

SECTION II
NAVIGATION PUBLICATIONS

NM 12/02

SAILING DIRECTIONS CORRECTIONS

PUB 132 9 Ed 2000 LAST NM 1/02

Page 117—Lines 14 to 15/L; read:

Large vessels may anchor in depths of 12 to 20m, good holding ground, in Kastelanski Zaliv, SE of Kastel Kambelovac.

Vessels carrying dangerous cargo, with drafts of less than 7.5m, can anchor in a designated area bound by the following positions:

- a. 43°29.2'N, 16°29.6'E.
- b. 43°29.2'N, 16°31.6'E.
- c. 43°28.4'N, 16°31.6'E.
- d. 43°28.4'N, 16°29.6'E.

Vessels carrying dangerous cargo, with drafts of 7.5m and over, can anchor in a designated area bound by the following positions:

- a. 43°27.8'N, 16°29.6'E.
- b. 43°27.8'N, 16°31.6'E.
- c. 43°26.6'N, 16°31.6'E.
- d. 43°26.6'N, 16°29.6'E.

(BA NP 47, Supp. 4/98) 12/02

PUB 175 7 Ed 2001 LAST NM 11/02

Page 28—Line 40/R; insert after:

A patch, reported in 1999, with a depth of 11.9m, lies 13 miles N of Cuthbert Point.

(BA NP 17, Supp. 3/01) 12/02

Page 31—Line 46/R; insert after:

Caution.—In 1996 an isolated 2.4m shoal was reported to lie in the approaches to the inner part of Port Bremer, 3.5 miles NW of Edwards Point.

(BA NP 17, Supp. 3/01) 12/02

Page 44—Lines 10-13/L; read:

East Arm Port is located about 2.5 miles ESE of Fort Point. The berthing face is 500m long, with a depth of 12m alongside. Vessels up to 246m long can be accommodated. Bulk cargo, general cargo, and

(BA NP 17, Supp. 3/01) 12/02

Page 44—Line 9/R; read:

of over 9m will board the pilot about 1 mile N of Charles Point

(BA NP 17, Supp. 3/01) 12/02

Page 70—Line 47/R; insert after:

Caution.—The sheltered waters separating Powerful Island, Sir Frederick Island, and King Hall Island are used for pearl culture.

(BA NP 17, Supp. 3/01) 12/02

Page 73—Line 37/L; insert after:

All maritime facilities for Koolan Island have been demolished and all navigational aids have been removed.

(BA NP 17, Supp. 3/01) 12/02

Page 73—Lines 1-15/R; read:

Tides—Currents.—The maximum tidal range is 9.9m. At Cockatoo Island Jetty, the tidal current sets E except for a period 1 hour before to 3 hours after high water, when the current sets W; it has been reported that the tidal current attains a rate of 3 knots on both the ebb and the flood.

Depths—Limitations.—Cockatoo Island was re-opened in 1994 for the sole purpose of loading iron ore concentrate. Depth in the channel approach to the berth is 20.1m. It is reported that the depth alongside is 10.5m. The berth comprises seven berthing dolphins, extending 170m E and 110m W of the shiploader.

Pilotage.—Pilotage is compulsory. The pilot boarding place is 1.5 miles WSW of Cockatoo Island Jetty. The pilot launch is equipped with a radiotelephone. There are two tugs in Yampi Sound Port.

Signals.—A light, located on the top of the old power station, 0.5 mile NW of the jetty, is exhibited 24 hours before the arrival and after departure of vessels scheduled for loading at the jetty.

(BA NP 17, Supp. 3/01) 12/02

Page 83—Line 18/R; insert after:

Caution.—Vessels engaged in underwater operations, including anchoring and trawling, SW of Baleine Bank are advised to do so with caution as wellheads are reported in the area.

(BA NP 17, Supp. 3/01) 12/02

Page 84—Line 50/L; insert after:

Caution.—Fish aggregation devices (FAD), marked by special spar buoys, are moored approximately 12 miles NW of Gantheaume Point and should be given a wide berth by mariners.

(BA NP 17, Supp. 3/01) 12/02

Page 88—Line 31/L; read:

which is 220m in length, is extended by mooring dolphins to

(BA NP 17, Supp. 3/01) 12/02

Page 88—Line 57/L; read:

Regulations.—Vessels without chart AUS 53 will be denied entry. Inbound vessels should contact the Port

(BA NP 17, Supp. 3/01) 12/02

Page 99—Line 28/L; read:

13.8m.

(BA NP 17, Supp. 3/01) 12/02

PUB 182 5 Ed 2001 LAST NM 10/02

Page 129—Line 8/R; insert after:

Several overhead cables, with a vertical clearance of 30m, cross the entrance to the fjord approximately 0.3 mile E of Galtnesskjeret. Overhead cables, with a vertical clearance of 10m, cross from the S side of Krokoya to Monsoya.

(BA NM 51/01) 12/02

PUB 192 7 Ed 2000 LAST NM 11/02

Page 32—Lines 28 to 30/L; read:

and 6.7m at HWS. Vessels up to 85m in length and 14m beam have been accommodated. Vessels are generally limited to drafts of between 4.5m and 6m, depending on the tide.

(BA NP 54) 12/02

Page 32—Lines 16 to 18/L; read:

of shale extending across the entrance, has a depth of 1.4m. There are depths of 1.5m between the outer breakwaters and 1.4m between the inner breakwaters, which are 49m apart.

(BA NP 54) 12/02

PUB 195 6 Ed 1999 LAST NM 11/02

Page 46—Line 41/L; read:

islands on either side of the river mouth.

The entrance channel leading to the main harbor is authorized for drafts up to 10m and the entrance channel leading to the oil terminal is authorized for drafts up to 9m.

(BA NP 20) 12/02

Page 46—Line 55/L; read:

Vessel Traffic Service (VTS).

Vessels bound for the port should send an ETA to Turku Port Control on VHF channel 12 when passing Kari Light (60°22.7'N., 22°06.0'E.).

(BA NP 286) 12/02

Page 46—Lines 8 to 58/R; read:

Naantali (60°28'N., 28°22'E.)

World Port Index No. 27805

4.9 Naantali, a ferry terminal and commercial bulk port, is situated close W of Turku. There are also facilities for shipbuilding and repairs here.

Tides—Currents.—The harbor has virtually no tide, and the current is negligible.

Depths—Limitations.—The main entrance channel is authorized for drafts up to 13m.

The oil terminal (Tupavuori) has three berths. No. 1 Berth is 50m long and has a depth of 7m alongside; No. 2 Berth is 80m long and has a depth of 10m alongside; and No. 3 Berth is 70m long and has a depth of 13m alongside.

Bulk Cargo Quay is 370m long and has a depth of 13m alongside; Timber Quay is 110m long and has a depth of 8m alongside; and Sugar Quay is 32m long and has a depth of 4.5m alongside.

There are three ro-ro ferry berths, up to 165m long, with depths of 6.9m alongside.

The port provides facilities for ro-ro ferry, bulk, general cargo, timber, and tanker vessels. Vessels up to 70,000 dwt, 250m in length, and 13m draft can be accommodated.

A fairway, authorized for drafts up to 7.7m, leads to the shipyard. The drydock, generally used for building, is 255m long and 70m wide, with a depth of 8.2m on the sill.

Pilotage.—Pilotage is compulsory. See paragraph 4.1 for further details. The sea pilot will be able to advise vessels on pilot exchange points. Harbor pilots are stationed in the vicinity of Tupalahti Light (60°27'.4N., 22°03.6'E.).

Regulations.—See paragraph 4.1 for details concerning the Vessel Traffic Service (VTS). In addition, see Regulations under Turku.

Caution.—Several submarine cables and pipelines cross the approach channels at numerous points along the route.

(BA NP 20; Lloyds Ports) 12/02

Page 47—Lines 1 to 6/L; strike out.

(NIMA) 12/02

Page 47—Lines 1 to 6/R; strike out.

(NIMA) 12/02

Page 79—Lines 43 to 45/L; read:

Pilotage.—See paragraph 1.1 and paragraph 4.1 for information concerning pilotage and VTS systems in the vicinity of Isokari, the Ahvenanmaa Islands (Åland Islands), and the Saaristomeri area, including the approaches to Uusikaupunki.

Regulations.—See paragraph 7.7 for information concerning the West Coast Vessel Traffic Service (VTS) system, which operates off the SW coast of Finland between Rauman Majakka Light (61°09'N., 21°10'E.) and Kaijakari (61°37'N., 21°22'E.).

See paragraph 10.1 for information concerning the Bothnia Vessel Traffic Service (VTS) system, which operates off the NW coast of Finland. This system is mandatory and includes the routes leading to Kasko (Kaskinen) and Kristinestad (Kristinankaupunki).

See paragraph 1.1 for regulations

(NIMA) 12/02

Page 89—Line 13/R; read:

vessels within the waters of Sweden and Finland.

See paragraph 10.1 for information concerning the Bothnia Vessel Traffic Service (VTS) system, which operates off the NW coast of Finland. This system is mandatory and includes the routes leading to Vaasa and the main shipping routes situated in the S part of Norra Kvarken.

(NIMA) 12/02

Page 113—Line 25/L; read:

Regulations.—A Vessel Traffic Service (VTS) system, Bothnia VTS, has been established off the NW coast of Finland. This system, which is mandatory, provides vessels with information to assist safe navigation. The VTS Area is divided into four Sectors, as follows:

PUB 195 (Continued)

1. Sector A—Routes leading to Kasko (Kaskinen) and Kristinestad (Kristiinankaupunki).
2. Sector B—Routes leading to Vaasa and lying in the S part of Norra Kvarken.
3. Sector C—Routes leading to Kokkola and Pietarsaari.
4. Sector D—Routes leading to Kemi, Oulu, Raaha, and Tornio.

The above Sectors extend seaward to the international boundary with Sweden.

All merchant (commercial) and state vessels shall report on VHF channel 67 in accordance with the rules below and keep a continuous listening watch. Pleasure craft, equipped with VHF, are also requested to keep a continuous listening watch on VHF channel 67.

Reports are acknowledged by the VTS Center, which provides information on other vessels, fairway channel and weather conditions, and additional factors affecting safe navigation. The languages used are Finnish, Swedish, and English.

While in Sector B, northbound vessels entering Norra Kvarken, with destinations of Tornio, Rahja, Raahe, Pietarsaari, Oulu, Kokkola, or Kemi, are requested to make an Advance Report when 20 miles S of Nordvalen Light (63°32'N., 20°47'E.). The VTS Center will forward the information in the Advance Report to the Pilotage Service and the Icebreaker Service. This Advance Report does not exempt vessels from making other mandatory reports.

All vessels calling at ports within the VTS Area shall report 1 hour prior to arrival at the pilot boarding position. Vessels exempted from pilotage assistance are also obliged to report.

All vessels shall report on approaching a port.

All vessels intending to anchor shall report on anchoring.

All vessels shall report on leaving a port.

All vessels shall report on leaving an anchorage.

All passenger vessels maintaining a regular scheduled service between Finnish and Swedish ports in Norra Kvarken should report only in cases when their time of arrival or departure differs by 30 minutes or more from the normal timetable. Any change of timetables should be reported to the VTS Center in advance.

All vessels entering or leaving a shipping route (channel) but not calling at an official pilot boarding position and all vessels crossing the shipping route shall report 1 hour before they enter or leave the route.

In addition, all vessels shall report when their ETA is changed by 30 minutes or more, when they are navigating in a deviant manner, or when they observe anything affecting safe navigation.

All reports to the VTS Center, including the Advance Report, shall state the following:

1. Vessel's name, call sign, and type.
2. Location (Latitude and Longitude or Reporting Point).
3. Course and speed.
4. Port of departure and/or destination and ETA(LT).
5. Whether vessel requires pilotage assistance.
6. Draft in the fairway (meters and centimeters).

See paragraph 1.1 for details concerning
(BA NM 2/02)

12/02

Page 114—Lines 7 to 8/L; read:

sheltered area by VHF. Requests for pilotage should be sent at least 2 hours prior to arrival.

Vessels should send an ETA to the port via Helsinki Radio 24 hours and 6 hours prior to arrival.

Regulations.—The main routes leading to Pietarsaari are situated within Sector C of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

At night, tankers carrying more than 4,000 tons of oil are prohibited from navigating in the channel between the oil berth and the sea.

(BA NM 2/02)

12/02

Page 114—Lines 19 to 21/R; read:

contacted by VHF and boards in the vicinity of Kokkola Light. Pilots are provided by the Tankar station. Vessels should send an ETA and request for pilotage 6 hours prior to arrival.

Regulations.—The main routes leading to Kokkola are situated within Sector C of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Inbound tankers carrying more than 4,000 tons of oil

(BA NM 2/02)

12/02

Page 115—Lines 45 to 48/R; read:

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board vessels about 1.2 miles WSW of Raahe Light (64°39'N., 24°14'E.). Vessels must send a message requesting pilotage at least 24 hours and 6 hours in advance. Pilots are provided by the station (Bothnia Pilot) at Hailuoto (see paragraph 10.9).

Regulations.—The main routes leading to Raahe are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

(BA NM 2/02; BA NP 286)

12/02

Page 116—Lines 41 to 56/L; read:

Depths—Limitations.—The main channel leading from seaward to the port is authorized for drafts up to 10m (see paragraph 10.9).

The port consists of five harbor areas, which provide facilities for general cargo, ro-ro, bulk, tanker, chemical, and timber-product vessels.

Pateniemi lies 5 miles NNW of the town. A channel, which is authorized for drafts up to 6.3m, leads N to this harbor. There is a berth, 85m long, with a depth of 6.3m alongside. It is reported (2001) that this harbor is no longer open to commercial shipping.

PUB 195 (Continued)

Toppila lies 1.5 miles NW of the town. Toppila Quay, 990m long, is situated on the N side of this harbor and has a depth of 6.1m alongside. Hietasaari Quay, 600m long, is situated on the S side and has a depth of 6.1m alongside. It is reported (2001) that this harbor is used only for the discharge of cement.

An overhead power cable, with a vertical clearance of 50m, spans the entrance to Toppila harbor.

Vihreasaari lies at the SW extremity of the S most islet fronting the town. Oil Quay, 72m long and T-shaped, is situated on the N side of this harbor and has a depth of 10m alongside. Bulk Quay, 150m long, is situated on the S side and has a depth of 10m alongside.

Oritkari lies 1 mile SW of the town on the S bank of the river. Main Quay, situated at the S side, is 270m long and has a depth of 9m alongside. North Quay, situated at the N side, is 170m long and has a depth of 10m alongside. There are also three ro-ro berths with depths of 7 to 10m alongside.

Nuottasaari lies 0.5 mile WSW of the town on the S bank of the river. Nuottasaari Quay, 320m long, has a depth of 6.4m alongside. Two chemical quays, situated close W, have depths of 7.5m and 9.5m alongside.

Vessels up to 50,000 dwt, 200m in length, and 10m draft can be accommodated within the port.

Aspect.—The recommended entrance channels are indicated by lighted ranges and marked by lighted buoys and beacons. Several chimneys and silos standing in the vicinity of the harbor at Oritkari are prominent from seaward.

Pilotage.—Pilotage is compulsory. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto and may be contacted on VHF channel 13. Pilots board vessels about 10 miles NW of Marjaniemi Light (for drafts of 8 to 10m) and about 8 miles NW of Marjaniemi Light (for drafts of 8m or less). (See paragraph 10.9).

Regulations.—The main routes leading to Oulu are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

(BA NP 286; BA NM 2/02; Lloyds Ports) 12/02

Page 117—Lines 54 to 57/L; read:

Depths—Limitations.—The principal entrance channel leading from seaward to the harbor at Ajos is authorized for drafts up to 10m (see paragraph 10.12).

The installations at Ajos are protected by a detached breakwater, which lies at the W side of the harbor. Quay No. 1 has two berths on each side and a ro-ro ramp. The NW side provides 185m of quayside with depths of 7.3 to 8.3m alongside. The SE side provides 160m of quayside with a depth of 11.4m alongside.

Quay No. 2 has three berths along the SE side. It provides 290m of quayside with a depth of 9.3m alongside. Quay No. 3 has two berths along the NW side. It provides 185m of quayside with a depth of 5.3m alongside. Quay No. 4 has one berth along the SE side. It provides 90m of quayside with a depth of 5.3m alongside.

The oil jetty, located at the SE side of the harbor, provides a berth, 90m long, with a depth of 11.4m alongside. Tankers up to 244m in length and 10m draft can be accommodated.

The main branch channel leading to Veitsiluoto is authorized for drafts up to 7m.

The harbor at Veitsiluoto is centered around a pier which extends 235m SSW from the island. No. 1 berth, 135m long, extends W from the root of the pier; Nos. 2 and 3 berths, situated along the W side of the pier, provide 209m of quayside; Nos. 4 and 5 berths, situated along the E side of the pier, provide 230m of quayside; and No. 6 berth, 120m long, is situated close E of the pier. A ro-ro ramp is located at the E side of the pier root. Vessels up to 7m draft can be handled alongside within this harbor.

Aspect.—The inner entrance fairways are indicated by lighted ranges and marked by buoys and beacons.

A church with a tower and the townhall situated at Kemi are prominent from seaward. Several conspicuous chimneys stand in the vicinity of the harbor at Veitsiluoto.

Three conspicuous wind generators, 35m high, stand on the S side of Ajos.

Pilotage.—Pilotage is compulsory. Pilots can be contacted by VHF and board about 11 miles SSW of Ajos, in the vicinity of Kemi 2 Light. Vessels should send an ETA 24 hours in advance and a confirmation message 6 hours before arrival. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto because Ajos Pilot Station is not permanently manned (see paragraph 10.9).

Regulations.—The main routes leading to Kemi are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Anchorage.—Anchorage can be taken in a depth of 16m about 0.9 mile SSW of the oil jetty head, close W of the main entrance channel.

10.13 Tornio (Roytta) (65°50'N., 24°09'E.), which is situated about 1.5 miles above the mouth of the Torniojoki River, can only be reached by small craft. Roytta, the commercial harbor for this industrial town, lies about 5 miles S and is situated close to the boundary between Sweden and Finland, on the SW side of the island of Sellei.

The boundary between Finnish and Swedish waters in this vicinity extends S, close to the meridian of 24°10'E.

Ice.—From the middle of January to the beginning of May the harbor is generally frozen over.

Depths—Limitations.—The main entrance channel leading to Roytta is authorized for drafts up to 8m. It initially follows the main route leading from seaward to Kemi to a position about 6 miles NNE of Kemi 2 Light. The channel then leads in a general NW direction for about 11 miles to the harbor.

There are three main berths, the largest being 185m long with a depth of 8m alongside. Vessels up to 160m in length and 8m draft can be handled. There are facilities for timber, general cargo, bulk, and LPG vessels.

PUB 195 (Continued)

Aspect.—The main entrance fairway is indicated by lighted ranges and marked by buoys. A conspicuous chimney stands in the vicinity of the harbor.

Pilotage.—Pilotage is compulsory. Pilots are provided by the main station (Bothnia Pilot) at Hailuoto (see paragraph 10.9).

Regulations.—The main routes leading to Tornio are situated within Sector D of the Bothnia Vessel Traffic Service (VTS) system. This system operates off the NW coast of Finland and is mandatory. For further details of the VTS system, including reporting procedures, see paragraph 10.1.

Anchorage.—Anchorage can be obtained, by vessels with local knowledge, in a depth of 8m, close E of the fairway, about 1.2 miles SSE of the front range light.

(BA NP 20; BA NM 2/02; Lloyds Ports) 12/02

COAST PILOT CORRECTIONS

**COAST PILOT 2 31 Ed 2001 Change No. 7
LAST NM 7/02**

Page 152—Paragraph 170, line 4; read:

East Boston; and from the Connecticut State Pilots (a division of Interport Pilots Agency, Inc.), address: State Pier, New London, CT, telephone 800-346-4877 or 908-787-5554 (24 hours). Cable PORTPILOTS Port Monmouth, NJ.

(CL 493/94) 12/02

Page 162—Paragraph 34, line 9; read:

channels 16, 10, 13, and 14, and work on 10.

Pilots for Narragansett Bay serving U.S. enrolled vessels in coastwise trade are available from the Connecticut State Pilots (a division of Interport Pilots Agency, Inc.), address: State Pier, New London, CT, telephone 800-346-4877 or 908-787-5554 (24 hours), cable PORTPILOTS Port Monmouth, NJ.

Connecticut State Pilots board vessels from the pilot boat CONNECTICUT PILOT, 65 feet long with blue hull and white superstructure, and from pilot boat CONNECTICUT PILOT II, 47 feet long with blue hull and white superstructure. The boats monitor VHF-FM channels 16 and 13, 2 hours prior to the vessel's scheduled ETA, and work on channel 10. The pilots meet ships bound for Narragansett Bay off Point Judith.

(CL 493/94) 12/02

Page 176—Paragraph 24, line 8; read:

circle centered in 41°17.2'N., 71°30.4'W., and at the Montauk Pilot Station, at 41°02'N., 71°42'W., about 3 miles east of the Montauk Point Lighted Whistle Buoy MP.

(CL 493/94) 12/02

Page 195—Paragraph 55, line 4 to Paragraph 56, line 1; read:

such), chapter 8. Pilotage for New London is available from Constitution ...

(CL 1624/94) 12/02

Page 196—Paragraph 58, line 15; read:
such), chapter 7.

The Connecticut State Pilots (a division of Interport Pilots Agency, Inc.) also serve the port of New London, address: State Pier, New London, CT, telephone 800-346-4877 or 908-787-5554 (24 hours), cable PORTPILOTS Port Monmouth, NJ. Pilot boats are CONNECTICUT PILOT, 65 feet long with blue hull and white superstructure, and CONNECTICUT II, 47 feet long with blue hull and white superstructure. The boats monitor VHF-FM channels 16 and 13, 2 hours prior to the vessel's scheduled ETA, and work on channel 11. The Connecticut State Pilots meet ships bound for Long Island Sound ports at the Montauk Point Pilot Station or the Point Judith Pilot Station by prearrangement.

(CL 493/94) 12/02

Page 197—Paragraph 77, lines 2 to 4; read:

Thames River about 2.5 miles above New London.

(CL 1624/94; NOS 13213) 12/02

Page 211—Paragraph 301, line 15; read:
such), chapter 7.

The Connecticut State Pilots (a division of Interport Pilots Agency, Inc.) also serve the port of New Haven, address: State Pier, New London, CT, telephone 800-346-4877 or 908-787-5554 (24 hours), cable PORTPILOTS Port Monmouth, NJ. Pilot boats are CONNECTICUT PILOT, 65 feet long with blue hull and white superstructure, and CONNECTICUT II, 47 feet long with blue hull and white superstructure. The boats monitor VHF-FM channels 16 and 13, 2 hours prior to the vessel's scheduled ETA, and work on channel 11. The Connecticut State Pilots meet ships bound for Long Island Sound ports at the Montauk Point Pilot Station or the Point Judith Pilot Station by prearrangement. Connecticut State Pilots will also board vessels from a launch or tug at New Haven Harbor Lighted Whistle Buoy NH.

(CL 493/94) 12/02

Page 215—Paragraph 382, line 2; read:

Inc.).

Connecticut State Pilots (a division of Interport Pilots Agency, Inc.).

(CL 493/94) 12/02

Page 222—Paragraph 46, line 15; read:

such), chapter 7.

The Connecticut State Pilots (a division of Interport Pilots Agency, Inc.) also serve the port of Bridgeport, address: State Pier, New London, CT, telephone 800-346-4877 or 908-787-5554 (24 hours), cable PORTPILOTS Port Monmouth, NJ. Pilot boats are CONNECTICUT PILOT, 65 feet long with blue hull and white superstructure, and CONNECTICUT II, 47 feet long with blue hull and white superstructure. The boats monitor VHF-FM channels 16 and 13, 2 hours prior to the vessel's scheduled ETA, and work on channel 11. The Connecticut State Pilots meet ships bound for Long Island Sound ports at the Montauk Point Pilot Station or the Point Judith Pilot Station by prearrangement.

COAST PILOT 2 (Continued)

Connecticut State Pilots may also board vessels from a launch or tug at Bridgeport Harbor Channel Approach Lighted Whistle Buoy BH.

(CL 493/94) 12/02

Page 239—Paragraph 277, line 2; read:
Inc.).

Connecticut State Pilots (a division of Interport Pilots Agency, Inc.).
(CL 493/94) 12/02

Page 267—Paragraph 122, line 4; read:
New York by the pilots.

Pilotage for these waters for U.S. enrolled vessels in coastwise trade is also available from the Interport Pilots Agency, Port Monmouth, NJ 07758-0236; telephone 800-346-4877 or 908-787-5554 (24 hours), cable PORTPILOTS Port Monmouth, NJ. The Interport Pilots office monitors VHF-FM channels 16 and 65A, during business hours, Monday through Friday. Pilot boats are KEN JOHNSON, 47 feet long with blue hull and white superstructure, and the word PILOT displayed in blue letters on the forward side of the house; and pilot boat INTERPORT, 40 feet long with the same colors. The pilot boats monitor VHF-FM channel 13 and 16, 2 hours prior to vessels scheduled ETA, and work on channel 65A. Vessels are generally boarded in the charted, designated pilot area, outlined by a triangular magenta band west of Ambrose Light. Arrangements for pilot services are made in advance through ship's agents or directly to Interport Pilots Agency, Inc.

(CL 493/94) 12/02

Page 278—Paragraph 251, lines 6 to 7; read:

Jersey Sandy Hook Pilot Association. Pilotage is also available from the Interport Pilots Agency, Inc. See Pilotage, New York Harbor and Approaches (indexed as such) earlier this chapter.

(CL 493/94) 12/02

Page 289—Paragraph 27, line 3; read:

New York New Jersey Sandy Hook Pilot Association.

U.S. Enrolled vessels in the coastwise trade transiting between Ambrose Light and Yonkers or between Long Island Sound and Yonkers are also served by Interport Pilots Agency, Inc.

(CL 493/94) 12/02

**COAST PILOT 3 35 Ed 2002 Change No. 2
LAST NM 5/02**

Page 66—Paragraph 1140, line 2 to Paragraph 1160; read:
actual spill response operations or during spill response exercises.

(c) **[Suspended]**

(d) **[Suspended]**

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35–1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved].

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under § 160.T212 need not submit another (g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 12/02

Page 66—Paragraph 1164, line 3 to Paragraph 1189; read:
and handled without mark or count.

Certain dangerous cargo includes any of the following:

(a) Division 1.1 or 1.2, explosive materials, as defined in 49 CFR 173.50.

(b) Division 5.1, Oxidizing materials, or Division 1.5, blasting agents, for which a permit is required under 49 CFR 176.415, or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(c) Division 4.3, Spontaneously Combustible products in excess of 60 metric tons per vessel.

(d) Division 6.1, Poison-Inhalation Hazard, products in bulk packagings.

(e) Class 7, highway route controlled quantity radioactive material, or fissile material, controlled shipment, as defined in 49 CFR 173.403.

(f) Each cargo under Table 1 of 46 CFR part 153 when carried in bulk.

(g) Each cargo under Table 4 of 46 CFR part 154 when carried in bulk.

(h) Butylene Oxide, Chlorine, and Phosphorous, elemental when carried in bulk.

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(FR 10/04/01) 12/02

Page 67—Paragraph 1192, line 6 to Paragraph 1193; read:
illness of a person on board, or a manning-shortage.

Nationality means the state (nation) in which a person is a

COAST PILOT 3 (Continued)

citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a demise- (bareboat-) charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers means any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

(FR 10/04/01)

12/02

Page 67—Paragraph 1196, line 4; read:

country and that is not engaged in commercial service.

§160.T204 Reporting of notification of arrival and Notification of departure.

(a)(1) Until October 15, 2001, all vessels required to report the information in §160.T208, §160.T212, or §160.T214, must submit the report to the cognizant Captain of the Port (COTP).

(2) From October 15, 2001 until June 15, 2002, all vessels required to report notice of arrival and departure information in §§160.T208, 160.T212, or 160.T214, other than vessels 300 or less gross tons operating in the Seventh Coast Guard District, must submit the notice to the National Vessel Movement Center (NVMC), United States Coast Guard, 408 Coast Guard Drive, Kearneysville, W.V., 25430, by:

(i) Telephone at 1-800-708-9823;

(ii) Fax at 1-800-547-8724; or

(iii) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its website at <http://www.nvmc.uscg.gov/>.

(b) Those vessels 300 or less gross tons operating in the Seventh Coast Guard District required by §160.T208, §160.T212, or §160.T214 to report notice of arrival and departure information must submit the notice to the cognizant Captain of the Port (COTP).

(FR 10/04/01)

12/02

Page 67—Paragraph 1198, line 7 to Page 68—Paragraph 1260; read:

protection, or national security.

§160.207 [Suspended]

§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city,

and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

COAST PILOT 3 (Continued)

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

§160.209 [Reserved]**§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes car-

ried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(ii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

§160.213 [Suspended]**§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

COAST PILOT 3 (Continued)

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to

be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01)

12/02

COAST PILOT 4

33 Ed 2001

**Change No. 14
LAST NM 7/02**

Page 232—Paragraph 98, line 3; read:

Island Reach commences at Lighted Buoy 28 (32°46'22"N., 79°53'15"W.) on ...

(49/01 CG07; LL/01)

12/02

Page 232—Paragraph 102, line 10; read:

outbound, or proceed inbound inshore of Lighted Buoys 27 and 28 on Rebellion ...

(47/01 CG07; 49/01 CG07; LL/01)

12/02

Page 235—Paragraph 108, line 9; read:

which includes Hog Island Reach above Lighted Buoy 37 (32°47.6'N., ...

(49/01 CG07; 47/01 CG07; LL/01)

12/02

Page 236—Paragraph 129, line 18; read:

Lighted Whistle Buoy C (32°37'05"N., 79°35'30"W.) is about 10 ...

(47/01 CG07; LL/01)

12/02

Page 238—Paragraph 155, lines 21 to 22; read:

(Charleston Entrance Lighted Whistle Buoy C (32°37'05"N., 79°35'30"W.). Vessels are requested to maintain a speed of 8 to 10 ...

(47/01 CG07; LL/01)

12/02

Page 248—Paragraph 84, lines 9 to 10; read:

daybeacons. In April 2001, the reported controlling depth was 10 feet over the bar. Inside the bar, depths are ample.

(CL 833/01)

12/02

Page 257—Paragraph 23, lines 2 to 3; read:

channel with depths of 19 to 38 feet leads through the southern part of the sound and for about 6 miles up Wilmington River to the ...

(CL 833/01; NOS 11512)

12/02

Page 257—Paragraph 29, lines 6 to 9; read:

miles. The entrance to the sound is marked by a lighted buoy. **North Channel** and **South Channel** lead through the shoals into the sound. North Channel is marked by buoys and daybeacons, and South Channel is marked by a buoy, a daybeacon, and a light. Small local fishing ...

(CL 833/01; LL/01; NOS 11511)

12/02

COAST PILOT 4 (Continued)

Page 258—Paragraph 38, line 1; read:

St Catherines Sound is about 24 miles southwestward ...
(CL 833/01; NOS 11511; NOS 11512) 12/02

Page 302—Paragraph 323, lines 1 to 4; read:

Prominent features (see also chart 11466).—There are numerous tall buildings and hotels in Miami and along ...
(45/01 CG7; LL/01) 12/02

Page 335—Paragraph 332, lines 3 to 4; read:

of **Eau Gallie River**. In September 2001, the reported controlling depth was 10 feet in the entrance channel and in ...
(CL 1844/01) 12/02

COAST PILOT 4 33 Ed 2001 Change No. 15

Page 231—Paragraph 93, lines 3 to 4; read:

lower half white, on Sullivans Island.
(08/97 CG7; LL/01) 12/02

Page 232—Paragraph 100, lines 2 to 5; read:

Charleston Bar and Charleston Harbor are published as 47 feet and 45 feet, respectively, private dredging operations and natural influences have normally permitted vessels of slightly greater draft than 45 feet to transit the main channels of Charleston Harbor.
(CL 1686/01; 02/02 CG7) 12/02

Page 236—Paragraph 129, lines 1 to 3; read:

A Federal project provides for a channel 47 feet deep over the Bar (Ft. Sumter Range) and through the Harbor entrance and, thence 45 feet deep into the major reaches of Cooper River, ...
(CL 1686/01; 02/02 CG7) 12/02

Page 237—Paragraph 140, lines 4 to 5; read:

30 feet were reported in the northern minefield in 1969. A lighted buoy is about 1.5 miles southeastward of the northern minefield ...
(NOS 11521; H-10669; LL/01) 12/02

Page 247—Paragraph 76, lines 8 to 10; read:

can handle craft to 50 feet for hull and engine repairs. The marina on Broomfield ...
(51/94 CG07; NOS 11518) 12/02

Page 261—Paragraph 90, line 6; read:

extends for a distance of 5.5 miles offshore. A dredged channel through the bar has a federal project depth of 32 feet. A lighted buoy marks the entrance.
(CL 833/01; LL/01) 12/02

Page 264—Paragraph 146, lines 6 to 7; read:

Waterway. In July 2000, the midchannel controlling depth was 12 feet for 3 miles from Lanier Island; thence in 1983, a depth of 7 feet was reported to the northerly junction with

Mackay River.

(CL 833/01) 12/02

Page 264—Paragraph 159, lines 5 to 6; read:

of the bridge has a clearance of 35 feet. The midchannel controlling depth was 7.0 feet in 1998.
(CL 833/01) 12/02

Page 325—Paragraph 125, lines 3 to 4; read:
65 feet.

(CL 1717/01) 12/02

Page 329—Paragraph 213, lines 5 to 6; read:

at **Mile 674.2**. In July 2000, the midchannel controlling depth was 12 feet for 3 miles from Lanier Island; thence in 1983, a depth of 7 feet was reported to the northerly junction with Mackay River. This first alternate route is not marked.
(CL 833/01) 12/02

Page 329—Paragraph 221, lines 8 to 10; read:

Cumberland River at **Mile 695.8**. In 1998, the midchannel controlling depths were 5.0 feet in Umbrella Cut, 4.0 feet in Umbrella Creek, 7.0 feet in Dover Creek, and 3.5 feet in Floyd ...
(CL 833/01) 12/02

COAST PILOT 4 33 Ed 2001 Change No. 16

Page 216—Paragraph 76, lines 3 to 4; read:

Route 17 highway bridge at Jacksonville. In July 2001, the midchannel controlling depth was 5.8 feet to Light 23; thence 5.5 feet at midchannel in 1977-April 2000. In 1982, shoaling to 3 ...
(BPs 174941-42; LL/01) 12/02

Page 226—Paragraph 13, line 10; read:

Daybeacon 16; thence in 1977-2001, the centerline controlling ...
(BP 176381) 12/02

Page 227—Paragraph 22, lines 9 to 12; read:

lights and daybeacons. In October-November 2000, the controlling depth was 6.1 feet in the left half of the entrance channel with shoaling to bare in the right half at Light 6, thence safe passage is marked by aids to navigation to 33°32'00"N., 79°02'05"W., thence 1.5 feet (3.2 feet at mid-channel) to the turning basin; thence in October-December 2000, there was 2.7 to 8.0 feet in the basin with shoaling to 0.9 foot on the E side of the basin. In 1981, a wreck was reported off the entrance ...
(CL 294/01; BPs 173486-89) 12/02

Page 230—Paragraph 81, lines 4 to 6; read:

Fathom Creek through **Clark Creek**. In May 2001, the controlling depth to Five Fathom Creek was 9.6 feet. The channel ...
(DDs 2005-07; CL 1265/01) 12/02

COAST PILOT 4 (Continued)

Page 239—Paragraph 193, lines 4 to 6; read:
above the Battery. In 1996-December 2001, the controlling depth was 14.3 feet to the U.S. Route 17 fixed highway bridge; thence in December 2001, the controlling depth was 12.4 feet to the turning basin, thence 7.7 to 16.3 feet in the turning basin ...

(BPs 176225-31; CL 1688/96) 12/02

Page 240—Paragraph 200, lines 5 to 6; read:
highway bridge at **Mount Pleasant**. In April 2001, the controlling depth was 5.6 feet to the highway bridge. Shem Creek can ...

(CL 1532/01; DDs 2081-86) 12/02

Page 243—Paragraph 16, lines 4 to 9; read:
to reach Folly Beach. A dredged channel, marked by lighted and unlighted buoys, leads about 2.3 miles upriver from the junction with Stono River at **Bird Key**. In October 2001, the controlling depth was 8.5 feet in the south half and 3.9 feet in the north half of the channel to Buoy 13; thence in 1999-October 2001, 1 foot to the end of the project. The dredged channel between Buoys 7 to 15 is subject to ...

(BPs 176049-51; NOS 11522; LL/01) 12/02

Page 259—Paragraph 54, lines 3 to 13; read:
by following the buoys. In May-July 2001, a changeable area with shoaling to about 1 foot was reported in about 31°32'29"N., 81°08'01"W., 0.75 mile eastward of **Experiment Shoal**. A swash channel between Experiment Shoal and St. Catherines Island has a least depth of 1 foot. Another unmarked channel south of the main channel has a reported depth of 8 feet and is used by fishing boats.

(CL 832/01; 21/01 CG7; CL 1278/01;
BP 174727; NOS 11510) 12/02

Page 281—Paragraph 167, line 1; read:
Chart 11487.-Ninemile Point, south of Jacksonville, is a ...

(NOS 11487) 12/02

Page 281—Paragraph 178, lines 2 to 4; read:
Crescent Lake, and is used by pleasure and fishing boats. In June 2001, the controlling depth for 7.5 miles to the lake was 3.2 feet. Northeast storms raise the height of water in the creek.

(CL 1410/01; BPs 175056-70) 12/02

Page 302—Paragraph 316, lines 7 to 9; read:
and through a cut opposite the basin. In September 2001, the controlling depth was 11 feet through the inlet to the highway bridge, thence 8 feet in the basin and in the channels leading to the ...

(CL 1873/01; BP 175888-97) 12/02

Page 306—Paragraph 381, lines 1 to 3; read:
In July 2000, the midchannel controlling depth was 8.0 feet from the Intracoastal Waterway to the NW 27th Ave. bridge, thence 9.5 feet in Miami Canal to about 100 yards

below ...
(CL 456/01; BPs 173699-709) 12/02

**COAST PILOT 5 29 Ed 2002 Change No. 5
LAST NM 6/02**

Page 288—Paragraph 70, lines 3 to 12; read:
day year round. Vessels requiring a Crescent River Port Pilot shall provide an estimated time of arrival (ETA) at least 24 hours prior to arrival off the Southwest Pass or the MR-GO sea buoys. If the original ETA changes by more than 2 hours, an amended ETA is required 12 hours in advance of arrival, or if the arrival time is later than the original ETA, an amended ETA is required 12 hours prior to the original ETA. Vessels arriving without the required notice may be delayed if a pilot is not available in addition to the penalties specified in the tariff. Vessels may notify the Crescent Pilots, 24 hours a day, by telephone (504-392-8001), by fax (504-392-7598), by telex (6737841), or cable (CRESPILOTS, New Orleans, via radio station WNU). The river ...

(CL 647/99) 12/02

Page 289—Paragraph 72; read:

The Associated Federal Pilots and Docking Masters of Louisiana L.L.C. provide service for public vessels and vessels in the coastwide trade from Southwest Pass to Baton Rouge. The pilots have a gray 46-foot boat, FEDERAL PILOT 1, and a gray 40-foot boat, FEDERAL PILOT 3, and meet vessels at Southwest Pass Entrance Lighted Buoy SW. Vessels to be boarded should provide a ladder 6 feet above the water and maintain a slow speed. The pilot boats fly International Code flag P by day and monitor VHF-FM channels 9 and 16, with channels 9, 16, 6, 67, and 79A used as working frequencies. The pilot station monitors VHF-FM channels 9 and 16. Arrangements for pilots are generally made in advance by telephone (504-456-0787) or through ships' agents. The Associated Federal Pilots e-mail address is FEDPILOT@Bellsouth.net. A 12 hour estimated time of arrival (ETA) is requested.

(CL 1338/95) 12/02

**COAST PILOT 7 33 Ed 2001 Change No. 7
LAST NM 5/02**

Page 127—Paragraph 2932, line 1; read:
(c) The Captain of the Port may take possession and control ...
(33 CFR 165) 12/02

Page 128—Paragraphs 2982 to 2990; strike out.
(33 CFR 165) 12/02

Page 129—Paragraphs 3007 to 3028; strike out.
(33 CFR 165) 12/02

Page 129—Paragraph 3035, lines 4 to 5; read:
California. Section 165.33 also contains other general requirements.

§165.1151 Safety Zone: San Pedro Bay, CA.

(a) *Location*. The following areas are established as

COAST PILOT 7 (Continued)

safety zones during the specified conditions:

(1) The waters within a 500 yard radius around a liquefied hazardous gas tank vessel (LHG T/V), while the vessel is anchored at designated anchorage area either inside the Federal breakwaters bounding San Pedro Bay, or anchored outside the breakwaters at designated anchorage areas within three (3) miles of the breakwaters;

(2) The waters and land area within 50 yards of a LHG T/V, while the vessel is moored at any berth within the Los Angeles or Long Beach port area, inside the Federal breakwaters bounding San Pedro Bay;

(3) The waters 1000 yards ahead of and within 500 yards of all other sides of a LHG T/V, while the vessel is underway on the waters inside the Federal breakwaters encompassing San Pedro Bay, or within the waters three (3) miles outside of the Federal breakwaters in an area more particularly described as follows: Beginning at a point which is Point Fermin Light (33°42'18"N., 118°17'36"W.); thence along the shoreline to the San Pedro breakwater; thence along the San Pedro breakwater and the Middle breakwater (following the COLREGS Demarcation Lines) to Long Beach Channel Entrance Light "2" (33°43'23"N., 118°10'50"W.); thence south southeast to 33°40'31"N., 118°08'42"W.; thence west to 33°40'31"N., 118°12'03"W.; thence west southwest to

33°39'17"N., 118°16'00"W.; thence northwest to 33°40'06"N., 118°17'38"W.; thence north to the point of beginning. [Datum: NAD 1983]

(b) *Regulations.* In accordance with the general regulations in §165.23 of this part, entry into, transit through, or anchoring within these zones is prohibited subject to the following exceptions:

(1) Entry may be authorized by the Captain of the Port; or

(2) Vessels already anchored or moored when the safety zone is in effect are not required to get underway to avoid entering into the safety zone boundaries as listed in paragraph (a) of this section.

(c) *Notice.* The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect via Broadcast Notice to Mariners.

(33 CFR 165; FR 6/25/01)

12/02

Page 135—Paragraph 3278; read:

§165.1305 Commencement Bay, Tacoma, WA.

(33 CFR 165)

12/02

COAST PILOT 9

(NOS)

20 Ed 2002 NEW EDITION

12/02

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
9360	TAMPICO	MX	2213N *	09752W *	148	28325 *	M	CB	G	N	N	N	Y	Y	J	J	L	K	03	L	Y	Y
9395	CAYO ARCAS TERMINAL	MX	2010N	09159W	148	28221	M	OR	F	N	N	N	Y	N		A	A		L	Y		
9405	COATZALOALCOS	MX	1809N	09425W	148	28281	S	RN	F	N	N	N	Y		G	A	K	J	03	L	Y	
9620	PUERTO BARRIOS	GT	1544N	08836W	148	28165	S	CN	G	N	N	N	Y	N	K	L	L	M	01	L	Y	Y
*9675	COXEN BAY	HO	1619N	08633W	148	28154	V	CN	G	N	N	N	Y	N			H		01	M	Y	
50300	SUNGAIGERONG	Remove from list. *																				12/02
51060	JUANA ROAD	ID	0639S	11112E	163	72028	V	OR	P						L	O	P				12/02	
51160	GAJAM	Remove from list. *																				12/02
51520	PELABUHAN SERASAN	ID	0230N	10901E	163	71465	V	CN	G						D	G	P				12/02	
51615	LUMUT	Remove from list. *																				12/02
51705	TEMBUNGO	Remove from list. *																				12/02
51990	BUOL	Remove from list. *																				12/02
52210	LAMOBUANG	Remove from list. *																				12/02

PUB 150 (Continued)

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE			TUGS SALVAGE TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD			MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES			LIFTS			SERVICES			SUPPLIES				REPAIR DRYDOCK RAILWAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE				PRATIQUE DERATT CERT OTHER		TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL		WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR			FIXED MOBILE FLOATING			100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS		LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR		PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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